

AMENDMENTS TO THE SPECIFICATION

Please replace the first full paragraph on page 24 of the specification with the following paragraph:

For simplicity, the flexures 40, 140, and 240 of Figures 3-5 are shown without a conductive trace assembly routed over the respective flexures. In actual use, conductive leads, such as a conductive trace assembly, a flexible circuit, or conductive wires, are provided to enable the reading and/or writing of data by a head slider attached to the flexure. In one preferred embodiment, a conductive trace assembly is routed along the suspension component processed in the manner described above so that the conductive trace does not cross scan regions that are located in the head suspension component. It has been found that locating scan regions over which a conductive trace assembly is routed may reduce the amount of deflection achieved. This is because the conductive layer of material may block part of the laser energy. In addition, since the conductive and insulating layers of material are not being micro-warped, ~~the~~ they resist the warping of the underlying head suspension component. Figure 19 thus illustrates a preferred configuration for a flexure 40' and a conductive trace assembly 50' wherein trace assembly 50' is routed along the spring arms 30' of flexure 40' until it approaches the distal portion of the flexure. Near the distal portion of flexure 40' the trace assembly 50' is routed off of the surface of spring arms 30' and extends adjacent to the spring arms 30'. Scan regions 32a' and 32b' are located on the spring arms 30' at a location wherein the trace 50' extends parallel and adjacent to the arms 30', and thus trace assembly 50' is not scanned during the static attitude adjustment process described herein.

Please replace the first full paragraph on page 35 of the specification with the following paragraph:

At step 64, the resulting static attitude of the head suspension is again measured after the coarse pitch and roll corrections performed at steps 62 and 63. If the measured static attitude differs from the ~~nominal~~ nominal static attitude by more than a threshold value, such as 0.05 degrees for example, in either pitch or roll, then a fine static attitude adjust is performed, as shown at steps 65 and 66. That is, the fine adjustment response curves and equations for the specific head suspension part are referenced to determine the number of scan lines required to correct the remaining pitch and/or roll errors at step 65. The appropriate number of lines are then scanned in the previously identified and scanned scan region(s) at step 66. The resulting static attitude is again measured at step 67. Additional scan iterations can be performed if desired in a similar manner, as is shown at step 68. It has been found, however, that two iterations are typically sufficient to correct pitch and roll errors to within acceptable levels, and thus a two iteration process is presently preferred.

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